



Tattersall's Club Magazine

The
OFFICIAL ORGAN
OF
TATTERSALL'S CLUB
SYDNEY.

Vol. 8. No. 11. 2nd January, 1936



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The Official Organ of Tattersall's Club, 157 Elizabeth Street, Sydney.

Vol. 8.

JANUARY 2, 1936

No. 11

Tattersall's Club

157 Elizabeth Street,

Sydney



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—

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TATTERSALL'S CLUB was established on the 14th May, 1858, and is the leading sporting and social Club in Australasia.

* * *

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* * *

The Swimming Pool on the third floor is the only elevated Pool in Australasia, and from the point of view of utility and appearance, compares favourably with any indoor Pool in any Club in the World.

* * *

The Club conducts four days racing each year at Randwick Racecourse, and its long association with the Turf may be judged from the fact that Tattersall's Club Cup was first run at Randwick on New Year's Day, 1868.

* * *

The next Race Meeting will be held on Saturday, 9th May, 1936.

The Club Man's Diary

Walking into the club the other day, I greeted fellow-member Arch. Howie—officially, the Right Honourable the Lord Mayor, Ald Archibald Howie. To him we extend congratulations on attaining the rank of first citizen of the premier city of the Commonwealth, and the second white city of the Empire.

* * *

With the ordinary punter, racing form is a matter of fancy, more or less. Expert analysis tends only to confuse him. So it is that book-



Mr. W. Booth.

makers are given breathing space, while the average punter's winds of fortune vary.

I am an average punter. But it's different with experts like Bill Booth. Sometimes he misses, but that does not detract from his appreciation of form. The scheme works out in the end as he planned. We saw that operate in the case of Vice Royal's victory in the Holiday Handicap and the Summer Cup.

Of course, the Summer Cup was the nearest of near things. But, come to think of it, many of the biggest coups are landed by heads, not by lengths. It remains for me to congratulate G. P. Nailon on the great showing of my bet of the A.J.C. meeting, Mr. Kerry.

Two New Zealanders well-known in the club in Messrs. Robert Murphy and Jack Hannah have had some real interest in the good Dominion performer, Cuddle, during the past three months. Mr. Hannah sold Cuddle to Mr. Murphy and the mare then proceeded to win the Masterton, New Zealand, and Auckland Cups. No doubt Cuddle will be Sydney bound in the autumn to carry the purple jacket and lilac cap borne here before by Concentrate, Oratress and Co.

* * *

Scotch emblems, not to forget Scotch toasts, were the ruling passion in the official stand on New Year's Day. Mr. John Spencer Brunton had his usual sprig of heather—all the way from Scotland. Thistles were sprouted by Mr. Frank Underwood and Mr. George Rowe, among others.

* * *

New Year's Day is supposed to be Scotsmen's Day, but it was not one of Highland ancestry who complained to me that a heavy haze seemed to hang over the course. Actually, he still suffered the hang-over from the club's New Year's Eve dance. Have you heard the festive Three R's: Regrets, Resolutions, Repetitions?

* * *

There are such patches in the life of every owner and trainer. When Medallist failed, Mr. W. T. Kerr declared that he and Peter Riddle seemed to be on the wrong leg at the moment.

* * *

I do not claim exceptional knowledge, but one of the youngsters that impressed me greatly—on looks, as well as on performances—was Egmont. Perhaps it will prove that in this fashionably-bred three-year old Mr. E. J. Watt has struck one of those champions that come the way occasionally of owners of big racing strings. Although Egmont is a Limond, the colt reminded me of Windbag with his game head and great shoulders.

Looks don't win races, but observations in the bird cage are part of the attraction of racing. Sir Hugh Denison's Viceroy, another Limond, also caught my eye, and his one win suggested greater possibilities.

* * *

While there's life there's hope; and, so, Vista came home in the Carrington Stakes. The win must have represented to Fred Williams a test of patience, as it certainly worked out as the reward of perse-



Mr. F. Williams.

verance. Vista's speed was never doubted. The gelding seemed to be unlucky.

* * *

Mr. John Spencer Brunton said on an occasion at Randwick, when friends were enquiring as to his health, then not too good: "There's no tonic like that of a win." Homer provided it. So we hoped that Midinette's victory in measure compensated Mr. Gordon Luscombe for his spell of illness. He is stamped with the best in sportsmanship.

* * *

There were four in the New Year's Gift by Heroic, and, while the crowd were eager to support Prittle Prattle, my investment went on Mr. Leslie Barnett's Heroina, which seemed to be nicely weighted.

Bayley Payten had Bombus in form too good for them all. Still, the neatly named Heroina will return the outlay of her supporters.

* * *

Mr. Bill Dovey, K.C., was not to be disturbed by ex parte statements, nor by irrelevant matter, nor by evidence that could not be substantiated. He consulted his own authorities, worked up his own case, and gave his own verdict: "Topical for Tattersall's Cup." But there was no appeal from the judge's verdict.

* * *

I should say that one of the real pleasures of owning a horse lies in retaining for it, throughout all variations of form and fortune, an unfailing fondness. That was how many of us felt about Mr. James Barnes when we saw the veteran patting Satmoth in its stall prior to the running of Tattersall's Cup. Racing for the sport is not as dead as some would have us believe.

* * *

Have you noticed the keen eye that the A.J.C. chairman (Sir Colin Stephen) keeps on proceedings? He and his colleagues of the committee, have Randwick running on wheels, but Sir Colin never seems to relax his supervision, without evidence of fuss.

* * *

Everybody was pleased to see Sir Samuel Hordern again among the ranks of Randwick regulars, puffing cheerfully at that characteristic cigar, which suggested a complete return to form. A close friend of

Sir Samuel told me that three institutions, each of three letters, spelt his great interests in life: R.A.S., A.J.C., A.M.P. Not necessarily in that order of favoritism, but each in its sphere a tremendous attraction.

* * *

Debonair Dave Craig renewed many acquaintances after a long absence abroad. He came back convinced that there was no city in the world to surpass Sydney; and no finer country than Australia.

* * *

The chairman (Mr. W. W. Hill), will leave for home by the "Mari-posa" on February 4. Reports suggest that his mission on behalf of the Rugby Union has panned out successfully; which is to say that the Dominions' viewpoint has prevailed, more or less.

Mr. Hill is returning via the U.S.A. and thus will have an opportunity of meeting "Snowy" Baker, and of renewing American acquaintances established during previous visits.

* * *

To Sir Walter Carpenter our hearty congratulations on his knighthood. He has been for many years a distinguished man of commerce; but, that apart, his philanthropy has proved him a good man and true, such as the King is delighted to honour.

* * *

Mr. Mick Polson is striking form again with a vengeance. Palm, a New Zealand-bred mare has done

well for him and was one of the winners at the club's meeting. The popular M.P. is now busy with the treasurer's horse, Barak, and Mr. S. E. Chatterton is looking forward to a real interest in racing.

Handball

The handball championships have been concluded and the season ended after a great time by all.

The only remaining event in December was the deciding round of the "B" Grade Championship.

In the semi-final Bastian beat Pooley 31-19, 28-31, 31-15, and earned the right to play N. E. Penfold in the final.

Penfold carried too many guns for Carl, however, and collected the title by 31-25, 31-5, 31-25.

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Tops the Century

The Rest that is Doonside

Just about 120 years ago, Doonside, then known as Bungaribee, was being prepared for Governor Macquarie, but he was recalled before he could take up residence.

Now Mr. Tom Cleaver has the historical mansion with its 500 acres and he turns it to good purpose. It provides him with an interesting home and the opportunity of indulging in a task which is to him a recreation, the care of the thoroughbred horse before, during, or after, the rigours of a racing career.

For Doonside is now one of the best-known resting-places for horses in and around Sydney. Mr. Cleaver is justly proud of his record of recent years, for he has had through his hands three Caulfield Cup winners, *Journal*, *Denis Boy*, and *Amounis*. In fact, *Denis Boy* was reared at and really grew to horse's estate at Doonside.

Peter Pan, of course, is the notable of which Doonside is proud, for there the dual Cup winner has spent practically all his leisure hours. The *Dimmer* (Sydney Cup) and the *Victoria Derby* winner, *Balloon King* were also visitors while *Closing Time* went straight on to win the *Villiers Stakes* from his Doonside holiday.

In all there is ample accommodation for 40 horses. In a very short time the whole property will be sub-divided with pasturage in abundance. In addition, there are yards and stables, barns, and all the necessary shelter if the weather proves too bleak and unkind. Gen-

erally, however, for horses, it is a case of back to nature but under the very watchful eye of Mr. Cleary, who studies all their peculiarities.

For instance, old *Amounis* could not be prevented from lying in a water-hole. It was his idea of a complete change and relaxation of the continual dressing and compulsory spruceness of the racing stable.

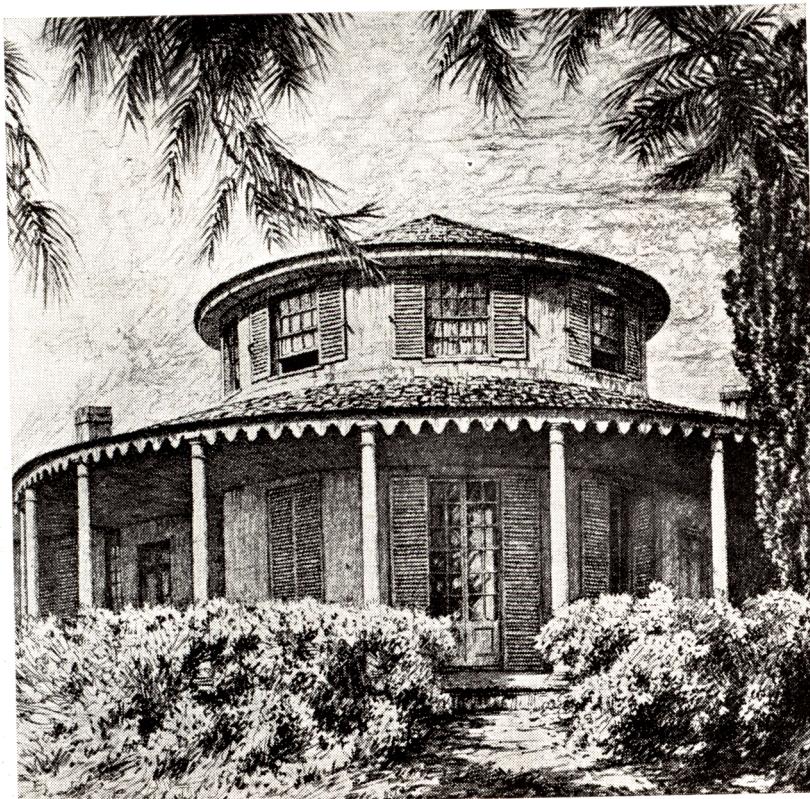
Perhaps the pet of the place at the present time is the colt by *Excitement* from *Down South*, owned by Mr. Cleaver himself. This chap was a real equine orphan and being hand-reared he has had plenty of sympathetic treatment, which has not spoiled him. Some day he might repay all the trouble he has been. In passing he just missed having one of the neatest names according to his breeding.

Mr. Cleaver made application for Cup Day, a real contention of *Excitement* and *Down South*, but, unfortunately, he had been forestalled.

Situated just about 25 miles from Sydney and approaching the foothills of the mountains, Doonside is in a position to please the human as much as it benefits the equine species. From one point of the verandah surrounding the intended home of the early Governor can be seen many of the mountain settlements by day and by night the

twinkling lights of Katoomba.

The architecture is naturally that to interest and please the students of the older days, but the homestead presents much that will satisfy the aesthetic side of the veriest modern. Set out on the most prominent corner of the building is an entirely circular room or rather two rooms, the ground and first floors of which are perfect circumferences. The doors were made with the necessary curve to carry on the line of the walls, while neither windows nor fireplace interrupt the symmetry of the de-



Bungaribee, Eastern Creek, N.S.W.

Just simply resting is not the limit of Doonside, for the proprietor is well able to treat and care for his charges who are leg-weary, halt, or lame and require the attention semi-veterinary. Well-blistered joints and shoulders were not absent on the occasion of a recent visit of inspection.

Mr. J. A. Roles's *Scratchmere Scar* was one patient well on the way to recovery but still showing signs of attention to the fetlock which caused his sudden retirement in the spring.

sign. For all of these the bricks and other material were brought by drays from Parramatta. Outside the French doors is still something more unusual for Australia and yet all for Australia. An Italian cypress tree, whose high and thickly covered branches are the happy hunting grounds of opossums.

A tiled verandah of ample dimensions surrounds the main quarters of the house. The tiling, pillars and general arrangement are of that age which emphasises the heat of Australia in Australia's early days and the hardships of the prisoners which made them prepare for some amelioration of their discomforts. Pursuit of coolness at Doonside is emphasised by the ample verandahs and the height of the rooms.

The billiard room makes for comfort and intimacy on fine days or foul. A log stove which must be a delight on winter nights suggests that while there might be much in the convenience of central heating, the homeliness of the old-fashioned fireplace would never be supplanted.

The only sinister note is struck round about the ample barn build-

ings. Convict labour apparently was freely used for the bringing into existence of Bungarribee, for what are now very adequate and substantial horse-boxes were formerly con-



Mr. T. R. Cleaver.

vict quarters. Strongly-barred windows bear silent testimony to the problems of early Australia even after 120 years.

The barn adjoining is still another building of real historical interest and a study perhaps for a present-day contractor. The walls are of a four feet thickness not usual these days, while from the topmost point of the roof to the brick-tiled floor is quite 45 feet. The cross-beams are of a size and weight which would present little trouble in these days of enormous cranes, which swing steel girders into position with ease and celerity, but they present a very real achievement for the toilers of over a century ago. Moreover, every beam and rafter has been fitted together with the accuracy of the joiner rather than the carpenter.

So Doonside is left behind, restful indeed for both man and beast, its rolling paddocks to enable the equine actors of the present day try to forget their struggles at Randwick, Flemington, and lesser courses, yet withal a place of historical associations for every Australian with its grim reminder of the travails of the birth of what is now a nation in the making.

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The Thoroughbred in Australia

The Line of St. Simon in Australasia

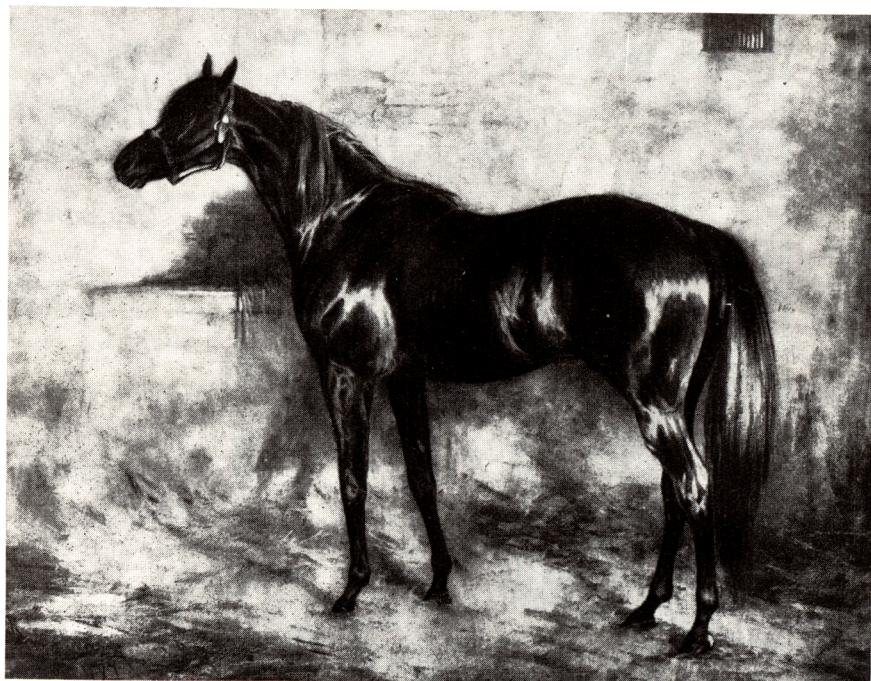
(By A. Knight, "Musket")

The vagaries of breeding are well exemplified in the case of the phenomenal English racehorse and sire, St. Simon, who was the greatest on the turf and at the stud of all the thoroughbreds of the last century. At two years St. Simon won four races and a match against Duke of Richmond, and at three years five races, including the Ascot Gold Cup, $2\frac{1}{2}$ miles, and the Goodwood Cup, $2\frac{1}{2}$ miles, and then retired with an unbroken record of ten wins, including the match. That was in 1884. Two years later the mighty Ormonde won the Derby, and remained on the turf until he was four years of age, winning 16 races without a defeat. But, excepting in the St. Leger, where he met horses only of his own age, Ormonde did not start in any race beyond a mile and a half; whereas St. Simon at three years took on all-comers at distances up to two miles and a half, and not only was never beaten, but was never extended. So that, if Ormonde had the greater record of unbeaten victories, he had not St. Simon's stamina, otherwise he would have started in the Ascot Gold Cup, one of England's most coveted races. Opinions regarding these two great horses are divided, Ormonde receiving the palm from many because of his greater number of wins, and also because the horses opposed to him were considered superior to St. Simon's contenders; but the latter absolutely outclassed all opposition, while Ormonde was hard ridden more than once to prevail by a neck. For that reason I place St. Simon on top.

Both were magnificent specimens of the thoroughbred, though of different proportions, Ormonde being longer than his height, and St. Simon just the opposite. In his splendidly-written book, "Men and Horses I Have Known," the Hon. George Lambton pays this tribute to St. Simon's aristocratic appearance: "The last time I saw the horse remains in my memory. I was staying

at Welbeck. A Hungarian, Count Potocki, who had come purposely to see St. Simon, was there. The Count was an extraordinarily handsome man, and a great lover of horses. When we were shown into St. Simon's box he stood and looked and looked, but not a word did he say. Eventually he took off his hat

list, making nine times in all. Then his son Persimmon became premier sire, one of his first season's stock being that illustrious mare, Sceptre, winner of the Two Thousand and One Thousand Guineas, the Oaks, and St. Leger—a performance which stands alone in the history of the English turf. But Persimmon was



St. Simon

and made a low bow to the horse. St. Simon looked somewhat astonished, and as the man and the horse stood looking at each other they presented a wonderful picture of the equine and human thoroughbred." From that description by an experienced horseman and trainer, one can imagine what a splendid specimen of the thoroughbred St. Simon must have been.

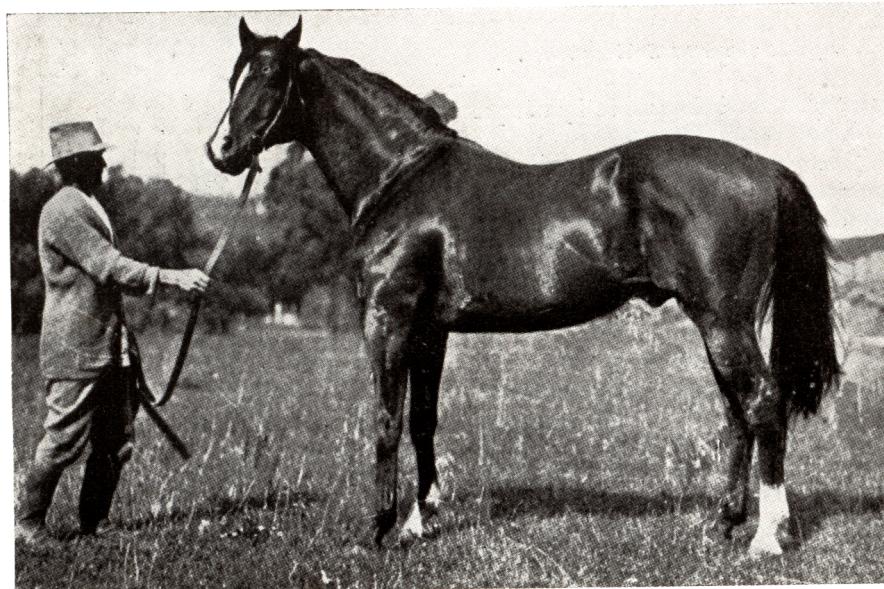
But what has all this to do with St. Simon's line in Australasia? some may be asking. I am coming to that part now. For seven years in succession St. Simon was the leading stallion in England, and on two other occasions he was at the head of the

not destined to live long as a sire, for he died in 1907, at the age of 11 years. Other sons of St. Simon in St. Frusquin, William the Third, Desmond, Florizell II., Chaucer, Juggernaut, Lomond, Morena, St. Maclou, and Simon Squarex have carried on the line, but only fitfully, until to-day there is not one prominent representative of the house of St. Simon among England's leading stallions. The line of this phenomenal racehorse and sire has therefore entirely petered out in the home of its birth.

Quite a different story can be written regarding the house of St. Simon in this part of the world, where it

has thrived wonderfully from the first horse of that blood imported. Of course, all of them have not been successful, for it is not destined that all stallions should become progenitors of first-class stock. Bill of Portland was the first St. Simon horse to be brought to Australia, and he was such an immediate success that the blood became the fashion, and since then many sons and grandsons have been introduced to these shores. No fewer than 13 Melbourne Cups have been won by descendants, in addition to all sorts of classic and handicap races. Positano, a son of St. Simon, was the sire of no fewer than four Melbourne Cups — Lord Cardigan,

As a racehorse he was not of much account, winning one race at two years out of three starts, and was twice unplaced at three years, when he was purchased by the New Zealand Studmaster, Mr. G. M. Currie, of Koatanui, Kai Iwi. For this gentleman he has been a veritable gold-mine, his progeny, consequent on the phenomenal success of older relatives, always commanding big prices at the ringside. Though he has now turned 21 years of age—a time of equine life when deterioration must have set in—his drafts of yearlings are still eagerly sought after by purchasers of bloodstock, and rare bargains are still to be found among them.



Limond

Poseidon, Lord Nolan, and Piastre. Comedy King, a grandson, won the Cup himself and sired two winners in Artilleryman and King Ingoda. Whether sprinters or stayers, the St. Simon line has always held a prominent place among the class horses in this country; and that is why its utter failure in England is hard to understand.

Of the many notable descendants of the line, the Desmond horse, Limond, who is located in New Zealand, has a record which will stand comparison with his illustrious grandsire. Limond is by Desmond (son of St. Simon) from Lindal, by Kendal from Sunrise, by Springfield.

will be found extra good. His Derby winners are:—

Ammon Ra (A.J.C.).
Commendation (N.Z. and Great Northern).

Agrion (N.Z.).
Honour (N.Z.).
Cylinder (N.Z.).
Waikare (Queensland).

Theo (A.J.C. and Victoria).

His stock has also won seven St. Legers (including Limarch's dead-heat with Hall Mark in the V.R.C. classic), four Oaks, and numerous races designated as stakes or guineas throughout New Zealand, while Theo, the dual Derby hero, also carried off the Caulfield Guineas in October last. Not only in New Zealand, but in Australia also, the Limonds have proved of the highest class, one of the best to visit Australia being Limerick, who found Rampion (another of the St. Simon line) too speedy for him in the A.J.C. and Victoria Derbies, but was successful in the A.J.C. St. Leger, and won £38,729/10/- in stakes. One of the tribe has yet to win a Melbourne Cup, but that may be an established fact yet, for Theo will be a worthy representative this year, all going well in the meantime.

This record stands next to that of Wallace in this part of the world, and what makes it all the more remarkable is that while the descendants of St. Simon in England are absolute failures as sires, those imported to Australasia have produced such exceptional horses.

Other successful sires of the line, besides Bill of Portland and Limond, have been Comedy King, St. Anton, Tressady, St. Alwyne, Seremond, Charlemagne II., Malster, Nassau, Positano, Piastre, Bobadil, Demosthenes, Soult, Haut Brion, St. Simmer, San Francisco, Rossendale, Bright Steel, Burrabadeen, Highfield, Roseworthy, and The Night Patrol.

How St. Simon was Purchased.

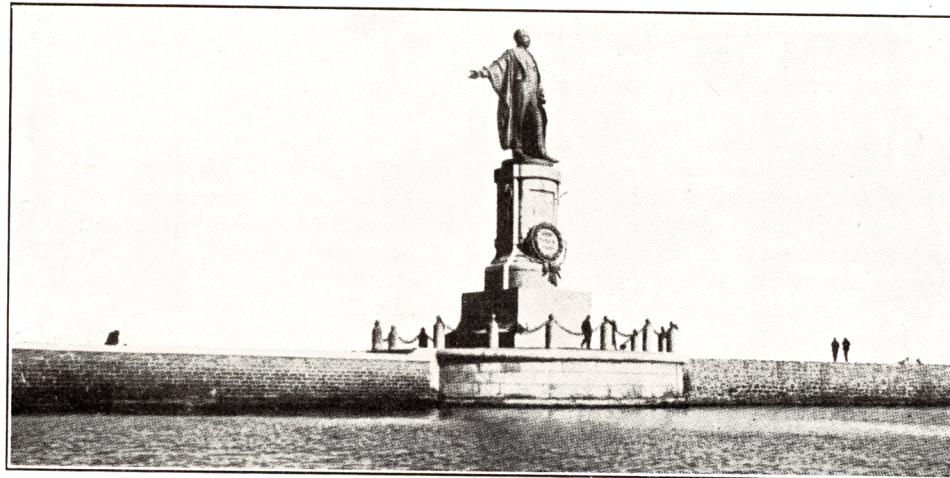
In April, 1883, during the First Spring Meeting at Newmarket, there occurred the tragically sudden death of the Hungarian sportsman, Prince Batthyany, the breeder of St. Simon. In consequence of this sad event, the horses owned by him were sold at the ensuing July Meeting, and the Duke of Portland asked his trainer's

(Continued on page 12)

St. Simon's Stud Career.

During his 20 years of stud life, St. Simon sired four winners of the One Thousand Guineas, two of the Two Thousand, two of the Derby, five of the Oaks, and four of the St. Leger, Diamond Jubilee being a winner of the Two Thousand Guineas, Derby, and St. Leger—the triple crown. In comparing this record with his grandson, it must be borne in mind that there is only one Derby or other classic in England; while a horse foaled in Australasia can, if good enough, win four or five of the different classics in the one season. Still, even though each State of the Commonwealth has its Derbies, etc., Limond's record

The Canal of Destiny



The famous statue of Ferdinand de Lesseps at the Port Said entrance.

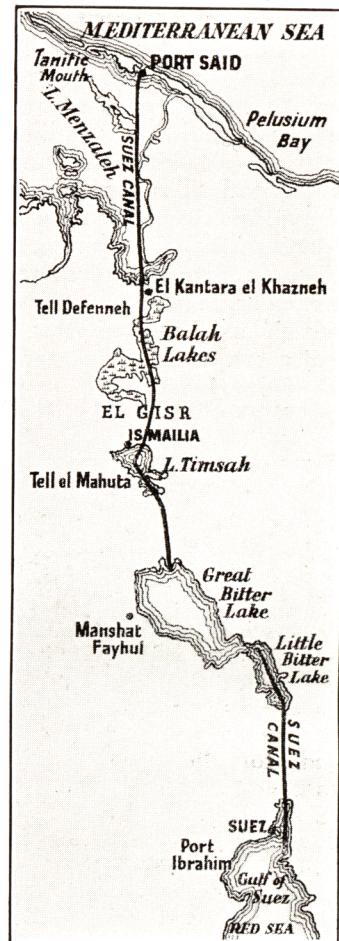
The story of the Suez is an infinitely fascinating one, as how should it not be—the most transforming and 100 per cent. successful assault upon Nature that the nineteenth century produced—or any other century, for that matter? Nor has international drama ever been very far away in the Canal's sixty-six years of life, rising to the astonishing spectacle we are currently witnessing.

Italy is paying on an average something like £50,000 a week in dues on the trooships and cargo boats she is continuously sending to Eritrea, and bringing back in ballast or carrying casualties. Take the latest returns to hand, for the week October 9-16. Eight troopers with 13,000 men, thirteen cargo vessels, and one hospital ship, used the Canal on payment of £45,044 in sterling. It used to be in gold francs, but that was altered this summer on the Egyptian Government deciding to adopt sterling payments internationally. Nor need we place credence in the persistent rumours that the Duce was allowed credit, surreptitiously over some weeks, by the preponderant French directorship of the Suez Company. One of the British directors, Sir Ian Malcolm (who is also a British Government representative) has categorically given the lie to such tales. Everybody must pay on the nail. On the other hand, curiously enough, Italy's

payments are being made by cheque through French banks.

The present Canal rates are 7/6 per ton, 3/9 per ton for ships in ballast, and approximately 13/6 per passenger—ten gold francs. This latter fee has never been altered since before the war, when it meant about 9/-. Everyone of the Duce's quarter of a million men has had to pay it. In all, about £1,000,000 has been paid up till now by means of those French cheques. From February 1 to October 1 the total number of soldiers, officials, labourers, and civilians of all categories passing Port Said in Italian vessels was 192,000, while the number returning northward-bound was 8,250. About twenty passenger liners are being employed as troopers, ranging from big ocean-going ships like the "Saturnia" and "Lombardia," which can carry 4,500 troops each, down to 1,000-ton steamers from the Italian coasting lines (in which sea-sickness among packed men unacquainted with the sea must be rampant). In addition there are the cargo boats carrying military stores, which are not always Italian. Italy has bought several vessels specially for transport work from Holland and Germany. An average transport will pay between £2,000 and £3,000 in dues. The "Saturnia" pays up to £9,000 when filled, as she invariably is on the southward passage, her human freight packed like sardines—who

Condensed from "The Sphere"—Ferdinand Tuohy



The course of the "Cut," showing how it passes through five lakes from the Mediterranean to the Gulf of Suez.

has not seen those pictures of grinning, cheering, young Fascists covering every square inch of deck as their vessel passes through the Canal?

It reminds the writer of one of his own passages. It was in 1917, and the ship was the "Minnetonka," 15,000 tons, the biggest vessel that had at that time used the Canal. We had 2,000 young reinforcements aboard, for Mespot, chiefly gunners and air force. And there they were, the glad young faces, high up in the masts and blotting out all sight of the decks. Avidly drinking in the great adventure, these young newcomers to the war. How they cheered any stray Arab on the banks! Or "Aussie." One hardbitten old Aussie, however, got in first. He was seated on the bank, slowly rose

as the "Minnetonka" approached, ten or fifteen yards away and, cupping his hands, inquired in stentorian tone: "Are we downhearted?"

"No!" roared back 2,000 eager young throats.

"Well, you blinking well soon will be!" came back through those cupped and horny hands, although it wasn't "blinking" that was said.

The most massive leg-pull on the records.

To-day, 20,000-ton liners habitually pass through the Canal. Yet such is only rendered possible by continuous and costly work on the part of the Suez Company. That is one excuse the Company gives for maintaining rates at so high a level these years of depression. Several thousand expert personnel have to be permanently retained on operations of widening, deepening, riveting, and dredging.

The belief is widespread that the Canal is mainly controlled by Britain. This is far from being the case. It is true that, as the sequel to Disraeli's celebrated coup, when he bought the majority of the Khedive's holding for £4,000,000 (borrowed, for the occasion, from a Rothschild), this country possesses 44 per cent. of the shares, but we rank as only one shareholder, and, as such, are entitled only to ten votes, out of many hundreds, when policy is periodically voted on. It has been suggested that, to remedy this, we might make over blocks of our shares to the Dominions, thereby gaining ten new votes each time. However, in the financial realm, our Government need not complain. The present market value of those original £4,000,000 shares is £72,000,000, while up till now the British Treasury has been enriched by over £40,000,000 in annual dividends. The current profit amounts to about £3,500,000 a year.

We have ten directors on the Board, as against twenty-one French, and one Dutch.

I was reminded of the identity of the French directors when calling, a year or two ago, at the Company's Paris headquarters, in the rue d'Astorg. An old-world courtesy, from faithful and bechained retainers, surrounds the visitor. The street is gloomy and the building uninteresting, but in the doorway, welcoming you, in replica of the famous statue at the Port Said entrance to his

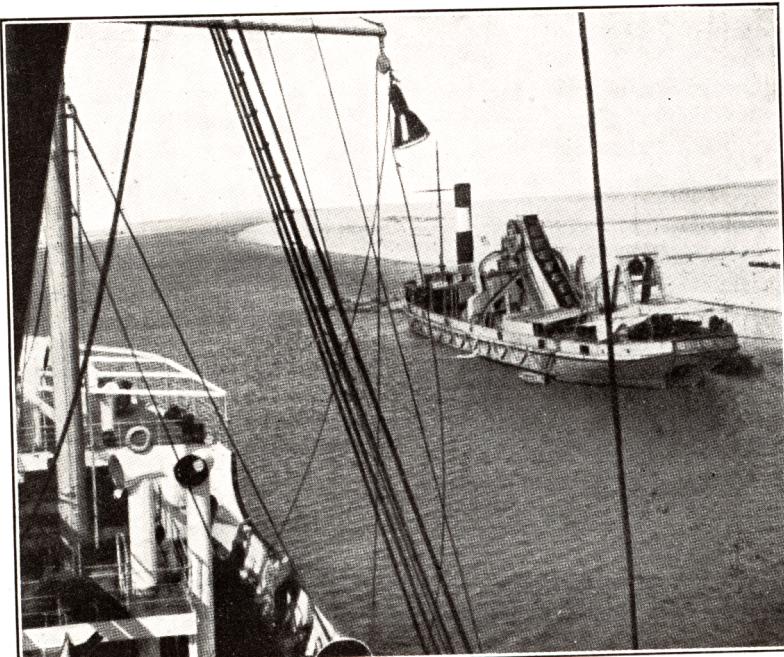
wonder-work, stands Ferdinand de Lesseps. "Please come through, won't you?" de Lesseps seems to be saying, which was, in effect, what he did say—he, above all others, wanted his Canal to endure as an international boon.

One proceeds down corridors displaying paintings, prints, models, busts, all appertaining to the proud marriage of the oceans consummated in 1869. At one point attention is halted by a wall space covered with bronze plaques and photographs. Scrutiny shows them to refer to the illustrious ones of the Third Republic: Presidents, Premiers, Foreign Ministers, Ambassadors. All have been directors of "le Suez," Gaston Doumergue, the late Louis Barthou, and Marshal Franchet d'Esterey, among the latest. A directorship is the reward for political services, a handsome emolument of £3,300 a year upon which to retire. On the first of each month the board convenes in Paris, when seven is a quorum. There have from time to time been movements to add German, Japanese, and Italian directors, but the French representatives, who would have to make way, have not been receptive to the idea.

Financial and engineering sections, banking, legal, and other departments are uniformly staffed by a French secretariat. This mansion in a Paris side street is a treasure house of world-wide information.

Here is available every fact concerning the industry and commerce of Europe, Asia, Australia, Africa (America, too, yet Panama reduces that story somewhat); what harvests will be like; the effect of economic nationalism and of New Deals, of Japanese dumping, and of British pipe-lines, of the challenge of the longer Cape route and of the considerably cheaper Panama tolls; shipbuilding projects; the probable world demand for oil, coal, metals, cereals, sugar, wool, wheat. Everything has been weighed and reweighed in the rue d'Astorg so that policy may be advantageously planned. Probably no other roof shelters such a composite picture of the economic universe to-day, for no other company is so intimately a part of this.

The non-stop work of widening, lengthening breakwaters, straightening, dredging, is conducted from Ismailia. Thanks to this, the Canal, which is on an average 45 ft. deep and 70 yards broad, can now be traversed in just under thirteen hours. About fifteen ships can pass in the twenty-four hours, this including piloting by the aid of dazzling projectors fixed aboard at night. One ship has, however, still to tie up in order to let a second pass. There is plenty of room for both but water displacement might bring a collision. There would also be danger of grounding.



A dredger at work deepening the channel.

THE THOROUGH BRED IN AUSTRALIA

(Continued from page 9)

(Matthew Dawson) advice as to buying Fulmen, who had been a prominent two-year-old, but had not run as a three-year-old owing to the Prince's death. In the next box to Fulmen stood a brown two-year-old colt called St. Simon. Dawson remarked, and the Duke agreed: "This is quite a likely-looking animal." It was noticed that his hocks had been dressed with some white substance. "I asked Mat," said the Duke to an interviewer, "if he thought it had a curb. He passed his hand over the place, and said he did not think there was anything that mattered in the least, adding that the white stuff smelt more like paint than blister. As we walked home I told Mat that I would bid up to 4,500 guineas for Fulmen, and his answer was: "I think you should get him for that, but if you don't, have a bid for the two-year-old, and in the meantime I will try to find out something from my brother John." (John Dawson trained for Prince Batthyany).

"The next morning, Fulmen was knocked down at 500 guineas in excess of my bid, very fortunately for me as it turned out. St. Simon was then led into the ring, and Mat asked me how much he should bid. I answered: 'Go on, and I will tell you when to stop.' The result was that the colt became mine for 1,600 guineas, and Mat, after an interview with his brother regarding the worth of the colt, made me a courtly bow and said: 'I think I may congratulate your Grace on a good morning's work.' Subsequent events showed that, as usual, the dear old fellow was quite right."

Right here it may be appropriate to summarise briefly the wonderful stud career of this phenomenal horse. St. Simon's first season as a sire was that of 1886. His fee was then 50 guineas, which was fully warranted by his achievements on the turf, for he had won every contest in which he took part. In 1887 his fee was raised to 100 guineas; in 1891 to 150 guineas; in 1892 to 200 guineas; in 1894 to 250 guineas; in

1895 to 300 guineas; in 1897 to 400 guineas; and in 1899 to 500 guineas. The fees paid on behalf of public mares exceed £160,000, and, if a proportionate allowance is made for private mares, St. Simon earned in the course of his stud life about a quarter of a million sterling. His most prolific year was 1899, when he had 27 public and 12 private mares, the total value of his services that season being £20,475. As a sire of winners, his attainments are without parallel, as witness the following tabular statement:—

	Winners	Races	Value
			£ s. d.
1889	9	34	24,286 3 0
1890	13	27	32,799 12 0
1891	18	25	26,890 15 0
1892	20	47	56,139 0 0
1893	23	45	36,319 10 0
1894	23	44	42,092 0 0
1895	18	35	30,469 0 0
1896	23	38	59,272 14 0
1897	16	22	22,541 0 0
1898	13	22	15,210 0 0
1899	26	31	17,505 5 0
1900	15	26	57,890 0 0
1901	17	33	28,760 15 0
1902	19	45	36,531 10 0
1903	8	17	5,694 10 0
1904	9	15	17,576 0 0
1905	9	15	12,595 0 0
1906	7	10	4,569 0 0
1906	7	10	4,569 0 0
1907	8	10	4,787 0 0
541 £532,198 14 0			

The main reason of the decline of this line is attributed to the heavy exportation of his best sons. When the Triple Crown winner, Diamond Jubilee, was sold to the Argentine for 30,000 guineas, there were at the Sandringham Stud, the property of King Edward VII., his two brothers Florizel II., and Persimmon, and it was obvious that some of them had to be dispensed with, and, because of Diamond Jubilee's ungovernable temper, it was decided to get rid of him. As fate would have it, however, the sale had a disastrous result, for Persimmon and Florizel II. died, and the Sandringham Stud was left without a stallion. Had the horse remained in England he might have done much to keep the breed on its high pedestal, for he was an enormous success in the Argentine.

Another misfortune to the line was the sale of Ard Patrick to Germany in 1903, for he was a magnificent individual, and twice defeated the great Sceptre. The net result of these misfortunes is that at the stud to-day in England there

GOLF FACTS

Not Theories

(By Alex. J. Morrison)

So many average golfers have at one time or another taken the No. 8 iron for a pitch shot and "lucked" one up to the pin. Or perhaps he has witnessed some other golfer enjoying "good luck" on a shot like that.

The mental picture of his own or the other individual's perfect shot stays with him and therefore, in the same situation, he will always select the No. 8 and expect results in keeping with that mental picture of perfection. Unless "luck" rules he shall be disappointed.

A perfect shot can't be had without a perfect swing. So strive for the latter before expecting miracles.



is no horse of St. Simon descent to whom breeders send their best mares, and yet the inherent stamina of the line has never been more triumphantly demonstrated than in the first six years after the war.

It is extremely regrettable that such a superb racehorse and sire as St. Simon should now be without a foremost representative in England; but it is quite on the cards that Lymond may perpetuate his memory by begetting sons capable of carrying on the line in this part of the world. One particularly fine specimen in Veilmond has entered on stud life in Australia, and as he was a high-class racehorse and of masculine proportions there is just a chance of St. Simon's house being rebuilt in this country.

RACING FIXTURES for 1936

JANUARY

Canterbury	Saturday, 11th
Rosebery	Wednesday, 15th
A.J.C. (Warwick Farm)	Saturday, 18th
Victoria Park	Wednesday, 22nd
A.J.C.	Saturday, 25th
A.J.C.	Monday, 27th
Kensington	Wednesday, 29th

FEBRUARY

Rosehill	Saturday, 1st
Ascot	Wednesday, 5th
Canterbury	Saturday, 8th
Rosebery	Wednesday, 12th
A.J.C. (Warwick Farm)	Saturday, 15th
Victoria Park	Wednesday, 19th
Victoria Park	Saturday, 22nd
Kensington	Wednesday, 26th
Moorefield	Saturday, 29th

MARCH

Ascot	Wednesday, 4th
Canterbury	Saturday, 7th
Rosebery	Wednesday, 11th
City Tattersall's	Saturday, 14th
Victoria Park	Wednesday, 18th
Rosehill	Saturday, 21st
Hawkesbury	Wednesday, 25th
Rosehill	Saturday, 28th

APRIL

Kensington	Wednesday, 1st
A.J.C. (Warwick Farm)	Saturday, 4th
Ascot	Wednesday, 8th
A.J.C.	Saturday, 11th
A.J.C.	Monday, 13th
A.J.C.	Wednesday, 15th
A.J.C.	Saturday, 18th
Rosebery	Wednesday, 22nd
A.J.C. (Warwick Farm)	Thursday, 23rd
Anzac Day	Saturday, 25th
Victoria Park	Wednesday, 29th

MAY

Moorefield	Saturday, 2nd
Kensington	Wednesday, 6th
Tattersall's	Saturday, 9th
Ascot	Wednesday, 13th
Rosehill	Saturday, 16th
Rosebery	Wednesday, 20th
Moorefield	Saturday, 23rd
Victoria Park	Wednesday, 27th
Rosehill	Saturday, 30th

JUNE

Kensington	Wednesday, 3rd
Ascot	Saturday, 6th
A.J.C. (King's Birthday)	Monday, 8th
Ascot	Wednesday, 10th
A.J.C.	Saturday, 13th
Rosebery	Wednesday, 17th
Canterbury Park	Saturday, 20th
Victoria Park	Wednesday, 24th
Rosehill	Saturday, 27th

JULY

Kensington	Wednesday, 1st
Kensington	Saturday, 4th
Ascot	Wednesday, 8th
Moorefield	Saturday, 11th
Rosebery	Wednesday, 15th
Canterbury	Saturday, 18th
Rosehill	Wednesday, 22nd
Ascot	Saturday, 25th
Victoria Park	Wednesday, 29th

AUGUST

Canterbury	Saturday, 1st
Kensington (Bank Holiday)	Monday, 3rd
Kensington	Wednesday, 5th
Rosehill	Saturday, 8th
Ascot	Wednesday, 12th
Moorefield	Saturday, 15th
Rosebery	Wednesday, 19th
Rosebery	Saturday, 22nd
Victoria Park	Wednesday, 26th
A.J.C. (Warwick Farm)	Saturday, 29th

SEPTEMBER

Kensington	Wednesday, 2nd
Canterbury Park	Saturday, 5th
Ascot	Wednesday, 9th
Tattersall's	Saturday, 12th
Rosebery	Wednesday, 16th
Rosehill	Saturday, 19th
Victoria Park	Wednesday, 23rd
Hawkesbury	Saturday, 26th
Kensington	Wednesday, 30th

OCTOBER

A.J.C.	Saturday, 3rd
A.J.C.	Monday, 5th
A.J.C.	Wednesday, 7th
A.J.C.	Saturday, 10th
Ascot	Wednesday, 14th
City Tattersall's	Saturday, 17th
Rosebery	Wednesday, 21st
Warwick Farm	Saturday, 24th
Victoria Park	Wednesday, 28th
Moorefield	Saturday, 31st

NOVEMBER

Kensington	Wednesday, 4th
Canterbury	Saturday, 7th
Ascot	Wednesday, 11th
Rosehill	Saturday, 14th
Rosebery	Wednesday, 18th
Warwick Farm	Saturday, 21st
Victoria Park	Wednesday, 25th
Moorefield	Saturday, 28th

DECEMBER

Kensington	Wednesday, 2nd
Warwick Farm	Saturday, 5th
Ascot	Wednesday, 9th
Rosehill	Saturday, 12th
Rosebery	Wednesday, 16th
A.J.C.	Saturday, 19th
Victoria Park	Wednesday, 23rd
A.J.C.	Saturday, 26th
Tattersall's	Monday, 28th
Kensington	Wednesday, 30th

Programme of the XIth Olympiad BERLIN 1936

OPENING CEREMONY:

Saturday, August 1st, 1936, Olympic Stadium 16⁰⁰

CLOSING CEREMONY:

Sunday, August 16th, 1936, Olympic Stadium 15³⁰

FESTIVAL PLAY:

Saturday, August 1st, 1936, Olympic Stadium 21⁰⁰

Date: August:	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	STADIUMS	
Day:	Sun.	Mon.	Tues.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues.	Wed.	Thu.	Fri.	Sat.	Sun.		
Athletics	V	N	V	N	V	N	V	N	V	N	N					Olympic Stadium (Reich Sport Field)	
Wrestling	V	A	V	A	V	A	V	A	V	A	V	A	V	A	V	Deutschland Hall	
Modern Pentathlon	V		V		V		V		V		V		V		V	Döberitz, Wannsee, Swimming Stadium	
Fencing	N	A	N	A	V	N	A	V	N	A	V	N	A	V	N	Reich Sport Field Gymnasia	
Hockey	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Hockey Stadium (Reich Sport Field)	
Weight-lifting		A	A		A											Deutschland Hall	
Football			N	N	N	N	N	N	N	N	N	N	N	N	N	Sporting Grounds of Ber- lin and Olymp. Stadium	
Polo		N	N	N	N	N	N	N								Polo Field Assembly Grounds	
Yachting			V	N	V	N	V	N	V	N	V	N	V	N	V	Kiel Bay	
Shooting				V	N	V	N	V	N							Shooting Ranges at Wannsee	
Handball					N	N	N		N		N		N		N	Reich Sport Field and Olympic Stadium	
Cycling					N	N	N		V							Cycling Stadium	
Canoeing					N	V	N									Rowing Course at Grünau	
Swimming						V	N	V	N	V	N	V	N	V	N	Swimming Stadium (Reich Sport Field)	
Basketball						N	N	N	N	N	N	N	N	N	N	Reich Sport Field	
Boxing							N	A	N	A	N	A	N	A	N	Deutschland Hall	
Gymnastics							V		V	N	V	N				“Dietrich Eckart” open Air Theatre	
Rowing								V	N	V	N	V	N	N	N	Rowing Course at Grünau	
Equestrian Sports									V	N	V	N	V	N	V	V	Equestrian Stadium and Olympic Stadium

DEMONSTRATIONS AT THE OLYMPIC STADIUM: Gliding: Tuesday, August 4th, 1936, morning (Aerodrome) / Baseball: Wednesday, August 12th, 1936, 19⁰⁰ (and military concert) / Gymnastics: (Preliminary Program) 1. Sweden, Saturday, August 8th, 1936, 18⁴⁵-19³⁰; 2. Germany, Sunday, August 9th, 1936, 16³⁰-17¹⁵ / Exhibition of Arts: July 15th to August 16th, 1936, at Hall VI of the Berlin Fair Grounds at Kaiserdamm

The Olympic Stadium Pass entitles the holder to admission to the events listed in the programme above, the Opening Ceremony, the Closing Ceremony, the Festival Play, the presentations in the Olympic Stadium, and the Art Exhibition.

The Progress of Civilisation

Man Was Ever Air-Minded

Many of us fondly imagine that the present generation has suddenly become air-minded. We have been informed time and time again regarding the deeds of derring do by one or other of our aviators, that "the stunt would do much to make the population air-minded." But, have we not always been so? And, is it not a fact that since the beginning of time almost, the air has been regarded as the quickest mode of transit?

As a reply to the foregoing, one has merely to quote Noah, who, in 2349 B.C., sent out the dove. Another instance of air-mindedness is supplied with the regular and systematic pigeon post instituted by the Caliph of Bagdad in the middle of the thirteenth century, which extended as far as Cairo.

Again, the classic instances during the Napoleonic wars when Nathan Rothschild of London had pigeons despatched to tell him the result of each battle that he might adjust his speculations accordingly. The examples quoted should suffice to prove that man has ever been cognisant of the air and its possibilities.

It was not, however, until Leonardo da Vinci invented a flying machine that the powers of the bird were in any way assailed. Da Vinci had the right idea but he was born a few centuries too soon, and, being almost totally devoid of motive power, his "flying machine" was purely of theoretical nature.

But, man was not content to stay on terra firma, and next attempt at

air travel was per medium of balloons. The tragedies connected with the gas-inflated bags were decidedly heavy, but the human race was far too air-minded to let such small matters worry or act as a bar to progress, and the balloon came into its own during the siege of Paris in

Horticultural Hall, Vincent Square, London (Eng.) in April, 1934. The function was styled the "Air-post Exhibition," and attracted large audiences.

Just about here, it should be brought to mind, that it is conceded that in North Carolina, in the hamlet of Kitty Hawk, that Wilbur Wright, a blacksmith, had made the first successful flight with a power-driven machine on December 17, 1903. This flight lasted 59 seconds, and, 184 yards of ground were covered. But, without wishing in any way to take from Mr. Wright, any credit for which he is due, it is worth noting that it was Laurence Hargrave of Sydney, who first showed the way to practical flight, and it was he who discovered the rotary aeroplane engine and whose lid-kite was adopted by Santos Dumont for the first European flight and by the maker of Vorsin and Farman aeroplanes. Incidentally, Hargraves resolutely refused to patent any of his inventions, but devoted his life to the study of aeronautics and the progress of civilisation. He lived at Woolabrook Point, and evidence of his handicraft has been preserved in the Technological Museum, Harris Street, Sydney.

It will be evident that when the names of Hargrave and Sir Charles Kingsford Smith are bracketed by historians of the future, that Australia's part in matters aerial, will not rank second to any nation on earth.

The first Englishman to fly was

No. 64 1870.



OPEN LETTERS for PARIS Transmission of by Carrier Pigeons

THE Director-General of the French Post Office has informed this Department that a special Despatch, by means of Carrier Pigeons, of correspondence addressed to Paris has been established at Tours, and that such Despatch may be made use of for brief letters, or notes, originating in the United Kingdom, and forwarded by post to Tours.

Persons desirous of availing themselves of this mode of transmission must observe the following conditions:—

Every letter must be posted open, that is, without any cover or envelope, and without any seal, and it must be registered.

No letter must consist of more than twenty words, including the address and the signature of the sender, but the name of the addressee, the place of his abode, and the name of the sender—although composed of more than one word—will each be counted as one word only.

No figures must be used; the number of the house of the addressee must be given in words.

Combined words joined together by hyphens or apostrophes will be counted according to the number of words making up the combined word.

The letters must be written entirely in French, in clear, intelligible language. They must relate solely to private affairs, and no political allusion or reference to the War will be permitted.

The charge for these letters is five-pence for every word, and this charge must be prepaid, in addition to the postage of sixpence for a single registered letter addressed to France.

The Director-General of the French Post Office, in notifying this arrangement, has stated that his office cannot guarantee the safe delivery of this correspondence, and will not be in any way responsible for it.

By Command of the Postmaster-General

GENERAL POST OFFICE. 16th November, 1870.

Notice of transmission by carrier pigeon during the Siege of Paris, 1870

1870 when no less than fifty-five balloons with their passengers, flew out of the city and landed almost completely without incident. Many valuable documents were carried by those balloons, and having an historic value, were preserved and duly displayed at an exhibition at the

Colonel Moore-Brabazon, who kept his machine aloft sufficiently long to cover half a mile of space, in 1909. That was on the Isle of Sheppey, and, strange though it may seem, his flight was against the law, which only permitted aerial endeavour between certain hours of the day. The world got a big thrill the same year when Louis Bleriot crossed the Channel in his 'plane.

History was created in 1911 when shortly after the Coronation of our present King, the Postmaster-General sanctioned flights with mails between London and Windsor. Many letters thus carried, bring big prices to-day from curio buyers.

Beyond all question, the big war, 1914-18, hurried advancement of the air 'buses and in 1919 the vast Atlantic Ocean was crossed by two British aviators, Captain Alcock and Lieut. Brown, in sixteen hours. We move quickly these days, but it is worth recalling that one month before Alcock and Brown set out, a similar attempt had been made by Hawker and Grieve, but they went down in the sea after travelling 1,050 miles, and it was over a week before their friends learned of their rescue!

Where is it all going to end? At the moment, experts consider the air as perfectly safe for travel, but the desire for speed and more speed has resulted in study along the lines of rocket propulsion with trips into the stratosphere at a rate of 800 m.p.h. Who can visualise the future? Let it not be forgotten that a few years back few ever dreamed it would be possible for the human voice to be carried through the ether and heard by the millions of the world.

It is a long step from the days of Noah to 1936, but man is for ever going onward and, apparently, we are no more air-minded now than were our forbears—we have merely progressed a little further. What next? And now just one final word! The first air-mail in Australia was flown from Melbourne to Sydney in 9 hrs. 15 min. (actual flying time) on July 16-17, 1914. M. Gilliaux was the aviator and he landed five times for rest, eventually reaching his destination, Moore Park, after dark, with the aid of a huge bonfire, which had been lit to guide him.

LEAP YEAR

How It Was Established

This is Leap Year. February will have 29 days instead of 28. The extra day in the length of year makes it a Leap Year.

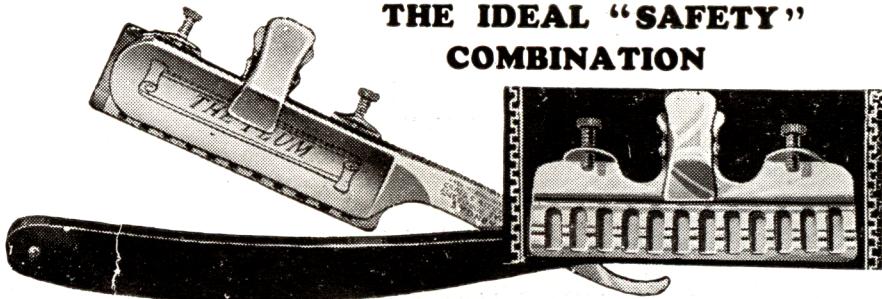
A simple explanation of this four-yearly change is that when the earth, spinning on its own axis 365 times a year, gets back to the starting point, in its great journey around the sun, it has spun on itself not 365 times, but in actual fact about 365 spins and a quarter of a spin. Therefore, every four years the extra four quarters are picked up by giving February its 29 days. The year has its 366 days, and so the earth spins on, and man's adjustment of its regularity to his measurements are established as accurately as may be.

The weeks alter, but then the week is an artificial reckoning. A day is a natural measurement by its being an unalterable fact of nature. Time had to be distributed into certain recognised periods for the conveniences of life. There was considerable trouble and confusion until the

civil calendar was finally arranged. The month became a convenient period of time when man was aware of its 12 lunations and their connection with the seasons. It became necessary to make an equitable distribution of the days of the year among the months, but as 365 is not divisible by 12 the months could not all be the same length. Julius Caesar put an end to disorder caused by endeavours to adjust it by regulating the civil year entirely by the sun, decreeing that every fourth year should have 366 days, other years having 365. That assumed the solar year to be 365 $\frac{1}{4}$ days, whereas it is 11 minutes and a few seconds less, and the accumulations began to be noticed early in the 16th century, when Pope Gregory XIII. rectified matters by the simple expedient of cancelling out 10 days with a Papal bull, so that October 5 became October 15, in 1582. England found it necessary to correct the calendar further in 1752 by annulling 11 days.

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Contract Bridge

Double Dummy Problem

(By E. V. Shepard, Famous Bridge Teacher)

South is the declarer. The contract is 6-No Trumps. The opening lead is the 10 of diamonds. Lay all hands face upward on the table. Play the hand as a double-dummy problem, to see if you can fulfil the small slam contract against any subsequent defence open to East and West.

If East covers the J of diamonds, win with the Ace, otherwise win with the Q. Lead the J of spades.

♠ A 3 2	♦ K 9 7 6
♥ A 8	♥ K 10 7 5
♦ J	3
♣ A K 9 8 6 5 3	♦ K 6
♠ Q 8	♣ Q 10
♥ 9 6 4 2	
♦ 10 9 8 7	
5 3	
♣ 4	
♠ J 10 5 4	
♥ Q J	
♦ A Q 4 2	
♣ J 7 2	

If West covers, play the Ace, then lead back the 2 of that suit. In case West does not cover, let the J run, for East to win. If both let the trick pass, lead a small spade.

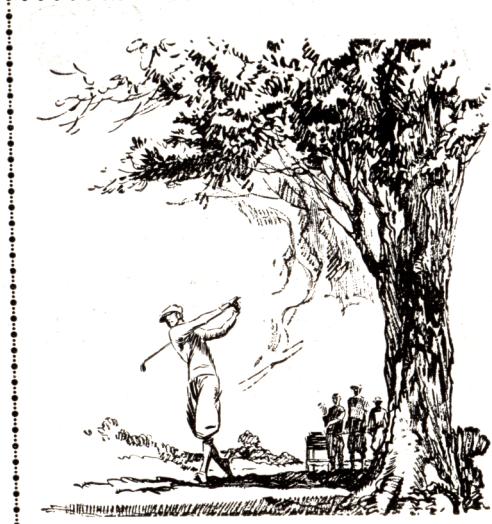
Trap the Q with the Ace and lead back dummy's last spade. Unless East wins the first or third round of spades the problem is solved. West may as well cover the J with his Q. It can do no good to refuse the trick. If West loses his, Q lead back the 2 of spades. East may as well win with his K of spades at the first opportunity. It will be his only trick.

When East wins his spade trick no return lead can prevent the small slam contract. The declarer can win a spade lead, a low heart lead, the diamond lead or the 10 of clubs lead. Dummy can win the K of hearts lead or the Q of clubs lead. When declarer wins his diamond lead dummy will let go its low heart.

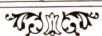
East probably will win the second lead of spades, and he probably will lead back his last diamond. The declaring side must win 2 spade tricks, 1 heart trick, 2 diamond tricks and 7 club tricks, or a total of 12 tricks.

There are two distinct types of bridge problems. There is the double-dummy problem, like the one given here, which is to be played as a chess problem would be handled. From the start each player knows the exact holdings of each other player, affording a battle of wits. The second type of bridge problem is the one encountered at the bridge table. Each player sees only two hands, his own and the dummy. Most players prefer this type of problem. If deductions are correct and if the cards lie right, an expert will obtain the same results with this type of problem as he would with all cards exposed.

Many of the best double-dummy players are not particularly good players at the table. I have in mind one famous authority who made his reputation upon his ability at double-dummy play. I found him a poor player at the card table. It is improbable that any player would make a small slam at no trumps on the hand given, excepting at double-dummy play.



Tattersall's Club Golf Club



THE LAKES GOLF CLUB
Par Handicap

Henry E. Coleman Bowl Event
Thursday, 23rd January, 1936

Are You Super, Par or Sub?

Are you super, par, or sub? That is a question which applies to every one of us and does not necessarily refer to the morning after the night before. Some of us will never be super. Our friends will regard some of us as par, while quite a number may be classified as decidedly sub. Let us pursue the matter a little further and delve into the meaning of the three words which mean so much.

Imagine, for instance, that you stand at the entrance to our club and ask of any twenty members who enter the portals, "How are you?" and the replies will prove very illuminating.

First, there is the chap who is "sparking on six." Only trouble in his life is that there are only twenty-four hours in a day. Then, one encounters the member who was all right excepting for a frightful day in the office which has put him off his poise. Strangely enough, he is always afflicted the same way. Even on days when the office is

closed. Finally, there is the one who has not done anything right since March, 1928, when he just missed the double, etc., etc.

Naturally, there is a redeeming feature in every case, and like as not all three types mentioned will make up a party for a day on the golf course and intermingle one with the other with goodfellowship shown plainly on every face. Let us follow them out to the course.

Golf consists of exercise and emotion in parts of one to nineteen respectively, but the variety of golfer is most pronounced.

The super player will probably have two or three swings and then stop to place his pipe well out of the road. His friends looking on and knowing he is a super golfer stand by aghast, whilst one with a wristlet watch bared to the rays of the sun, immediately plucks same from his arm and casts it to the four winds of the heavens, lest he be accused of causing a glare. Soon all becomes still, and the hero of the

piece takes his stance once more and addresses the pillule in earnest. The silence could be cut with a knife. The birds in the trees cease to emit their various noises and a hushed atmosphere is only broken by the "loudest" plus fours ever seen on the links. The Master is on the tee.

At long last, just as everyone is about to burst, through having held their breath too long, the club comes up and the body moves gracefully on perfectly pivoting feet. At length the top of the swing is reached and the club head is labelled "ball first stop." Away she goes! For a good 150 yards the ball sailed more or less in the intended direction, but then something happened. Some superfluous excrecence had sheered the little white object right off its course and it sallied gaily into a crevice of great depth.

The "great depth" was really more than that. Anywhere else but on a golf course, it would have been

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called a gorge and folk would have travelled the world at tremendous expense to have a look at it. Actually, it won't look as bad as that to the naked eye, but the opinion of a super golfer is never questioned and he has very definite views on the matter. Frequently he can be heard playing golf from a very great distance.

Next member of the party approaches the tee with feelings of trepidation. He is a tired business man and more or less off his game to-day. He always is off his game and has not as yet recovered his usual vim in the six years since he retired! He has great hopes of being classed among the supers some day, but knows in his heart that that is beyond being even a minute possibility. He has done well of late and has reduced his handicap to eighteen and refuses to believe that the official responsible really tried to do him a favour or flatter his vanity.

Anyway, didn't he do a ninety-nine once? Not at all a bad effort for one who has only been playing seriously for eleven years. Besides, he has done every hole on the course in par, although not in the one round. He takes his stand.

"Now," he murmurs under his breath. "This is where little ball

goes for a long, long flight." He makes his address and satisfied that all is as it should be, brings down the club to where the ball nestles on its hillock of sand, pallid and expensive. He makes contact and away whizzes little ball to his unabated delight, but the direction was awry and the pill sails at tremendous haste toward the east, whereas the aim was due south. Maybe it is still on the wing, or has been captured as a treasure on one of those small islands where rings pass through the noses of the dusky maidens in lieu of on the third finger as is customary among Westerners.

No excuses are made because from the outset it was clearly understood he was off his game to-day.

We now come to number three. He is not a super golfer, neither is he off his game to-day. He is a sub-golfer. But, he is the sinews of the sport. Were it not for his kind, the super golfer would not have his photo taken for reproduction on a jam tin. He has neither form nor style and merely offers ample opportunity for the supers to dramatise and generally impress. He and his clan are the legitimate excuse for manufacturers to produce balls that "go a few yards further," etc. But, he is a student all the

same, and intends in a few years time, after studying every action of every professional both at home and overseas, to write a book on how to play the game.

He manages to hit the ball, and direction is never a very serious matter. Actually, golf, with him, is just another way of describing a pleasant walk spoilt, but, he likes the genial company.

Let us now get to the "nineteenth," or, in other words, back to the club.

No. 1 still acts the part. He will put his foot on the rail, or fall in with any suggestion to fill in the time.

No. 2 thinks he will sit down and rest for a while. He has had a somewhat strenuous day. Will be glad to join the party a little later on and will be found in the lounge if wanted.

No. 3 would like a game of billiards or snooker. Yes! he will make a fourth for bridge if you are stuck, but, if you can get someone else, he would like to be excused as he has already been asked to partner a pal in a game of dominoes.

Thus to a final recapitulation.

How do you, my fellow member, measure up? Are you super, par, or sub?

DIVING

Delay Start of Body Bend in Executing Backward Dive, says Famous Olympic Coach

(By Fred Sponberg, Famous Olympic Diving Coach)

The Backward Dive.

After the take-off the body should be slightly arched as shown, with the head well back.

The arms may be extended above the head after the take-off, and kept there during the passage through the air and the entry into the water, or at right angles to the body as in this illustration.

In the latter case the arms are straight and at right angles, with the palms turned up and the fingers kept together.

When about half way down the arms are brought above the head and the entry into the water is made

as shown in the illustration.

The diver should not lean back too much while springing the board, but should go up almost straight, and delay the start of the bending until the highest point is reached.

The bending must be slow, gradual and smooth.

Next: Front Dive
With Half-Twist,
Running.



In The Pool

Carl Bastian Leads in Dewar Cup Contest Scramble went over well

The expected has happened! So popular have the Swimming Club's contests become that our tip has come off that before long semi-finals would be required to run them off.

Still we did expect that this would come off in a 40 yards event but the boys of the Pool have so much condition these days that nothing scares them and it was in a 60 yards "go" on December 5 that the entry ran into five heats, three semi-finals and a final.

The pioneers of the Swimming Club are tickled to death over the present enthusiasm and chuckle when they cast their memories back to the days when it was quite common to have only four or five starters for a race.

We might mention that the winner was N. Murphy, a first season member, who is going great guns and just managed to beat George Goldie after they had swum a dead heat in a semi-final.

We've also to hand a clap on the back to Bill Tebbutt, who showed in a brace relay with speedy Lyn. Johnston as partner, that handball is not his only game.

Bill is, as everybody knows, Tattersall's Club's champion at handball, but when he finished his couple of laps in the Pool they weren't too sure whether he had not paid too much attention to the courts to the exclusion of swimming, at which he is also a crackerjack.

Another newcomer was Mr. Boydle, who reckons he'll do better in a month or so when he has run into a bit better "nick."

Christmas Scramble.

Of course the big event of the month was the Christmas Scramble, held in the pool on Christmas Eve.

There were plenty of trophies and we've never seen keener racing nor better handicapping, the work of John Gunton.

Once again the Richards brothers were well to the fore and carried off the first two prizes, the final being something to remember.

:: Christmas in Club Races

Our back markers were right on the spot, for the decider saw Vic. Richards handing a second to brother Alec, "Pete" Hunter and Sid Lorking.

They flashed to the finish in a line, Vic. Richards getting the verdict from Alec and Sid Lorking in the snappy clocking of 20 1/5 secs., though he'd done better in his heat with a 19 secs. dash.

Quite a popular victory was that of Hec. Reid in the fourth final. Hec. has not been in action for some time in the club races, but from what we saw in the final he must have been putting in some dark work somewhere.

Not the least exciting event of the hour was the Consolation race for a cocktail shaker, presented by Cuth. Godhard. This was five times across, a real splash, and the Pool echoed and re-echoed with the cheers when George Goldie headed the field from the limit mark.

Thanks go to George, too, for providing the main prize for the big event.

Results were:—

Final: V. Richards (21), 1; A. Richards (22), 2; S. Lorking (22), 3. Time, 20 1/5 secs.

Final for Seconds in Heats: L. Hermann (23), 1; C. D. Tarrant (24), 2; N. Murphy (28), 3. Time, 22 1/5 secs.

Final for Thirds in Heats: A. Rainbow (24), 1; G. Goldie (33), 2; S. Carroll (25), 3. Time, 24 secs.

Final for Fourths in Heats: H. Reid (24), 1; C. Bastian (24), 2; E. Dermody (25), 3. Time, 23 4/5 secs.

Consolation Race: G. Goldie (33), 1; C. Bastian (24), 2.

November-December Point Score.

The closeness of this contest was remarkable as when the last race started no less than nine competitors were in the running for the monthly trophy.

"Mick" Murphy, who was lying a

point and a half behind Hans Robertson and Carl Bastian, clinched matters by taking the last race and the point score.

Final points were as follow:— N. Murphy 8, H. Robertson and C. Bastian 6 1/2, J. Dexter, L. Hermann, L. Johnston, K. Hunter, T. A. J. Playfair and G. Goldie 5, C. Godhard, A. Richards, A. S. Block, E. Dermody and W. Tebbutt 4, T. Tartakover and V. Richards 3, S. Carroll, C. D. Tarrant, P. Hernon and A. Rainbow 2, Boydle 1.

Dewar Cup.

It is some time since we published the running for the valuable Dewar Cup, for which points scored in all races except the Christmas Scramble count.

Sammy Block is the nearest previous winner to the leader, he being in second place to consistent Carl Bastian.

The points up to and including the event of December 12 are:—

C. Bastian 16 1/2, A. S. Block 15, V. Richards and G. Goldie 14, M. Murphy 13, C. Godhard 12, H. Robertson 11 1/2, T. A. J. Playfair, E. Dermody and J. Dexter 10, K. Hunter, C. D. Tarrant and A. Richards 9, L. Johnston and L. Hermann 7, W. Tebbutt 4, S. Carroll, P. Hernon and T. Tartakover 3, A. Rainbow 2, V. Meek and Boydle 1.

November 21—60 yards Final: L. Hermann (38), 1; C. Bastian (38), 2; J. Dexter (36), 3; A. S. Block (40), 4. Time, 36 1/5 secs.

November 28—80 yards Brace Relay Final: W. Tebbutt and L. Johnston (45), 1; K. Hunter and H. Robertson (42), 2; N. Murphy and V. Richards (49), 3. Time, 43 4/5 secs.

December 5—60 yards Final: N. Murphy (45), 1; G. Goldie (53), 2; A. Richards (34), 3. Time, 42 1/5 secs.

December 12—80 yards Final: E. Dermody (63), 1; A. S. Block (61), 2; G. Goldie (75), 3. Time, 59 1/5 secs.

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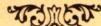
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